

**SPECIAL MEETING
BOARD OF MAYOR AND ALDERMEN
(PUBLIC HEARING – REZONINGS)**

August 7, 2006

6:00 PM

Mayor Guinta called the meeting to order.

Mayor Guinta called for the Pledge of Allegiance, this function being led by Alderman Garrity.

A moment of silent prayer was observed.

The Clerk called the roll. There were ten Aldermen present.

Present: Aldermen Roy Gatsas, Duval, Pinard, O’Neil, Lopez, Shea, DeVries,
Garrity, Smith

Absent: Aldermen Long, Osborne, Thibault Forest

Mayor Guinta advised that the purpose of the special meeting is to hear those wishing to speak in favor of or in opposition to proposed Zoning Ordinance changes; that the Clerk will present the proposed Zoning Ordinance changes for discussion at which time those wishing to speak in favor will be heard, followed by those wishing to speak in opposition; that anyone wishing to speak must first step to the nearest microphone when recognized and recite his/her name and address in a clear, loud voice for the record, that each person will be given only one opportunity to speak; and any questions must be directed to the Chair.

The Clerk presented the first proposed Zoning Ordinance change:

“Amending the Zoning Ordinance of the City of Manchester by extending the R-SM (Residential Suburban Multi-Family) zone district to include property currently zoned IND (Industrial) located on the south side of Holt Avenue between East Industrial Park Drive and Waverly Street and known as Tax Map 716, Lot 38.”

Mayor Guinta requested Robert MacKenzie, Director of Planning, to make a presentation.

Mr. MacKenzie stated the first application is out on the east side of the City along Holt Avenue, 603 Holt Avenue. This is a request by an applicant who is here tonight to extend the R-SM which is Residential Suburban Multi-Family zoning into an area currently zoned Industrial (IND). You can see on the screen here this is Holt Avenue and can also see East Industrial Park Drive and over to the left is I-93. Currently, to the north of this site is an area zoned R-SM which is two large multi-family project. One is State Apartments another is a condominium project in this area. This particular size is about 3.9 acres and it currently has

just one house on it...it's kind of a stone-faced house. On either side you have this area is fronted on East Industrial Drive with industrial buildings. The west of this site is the Boy Scouts of America I think the regional headquarters and to the south is a fairly recently developed industrial building owned, I believe, by Harvey Industries. In this case, the applicant would like to subdivide off the current house which you can see a small site here...that's the current building...they're looking to subdivide off this parcel which is not before the Board but I am just giving you what their intent would be to subdivide off this one house parcel and build around it basically townhouses somewhat similar...I think it's the same applicant that owns the condominiums. Again, a rezoning doesn't necessarily lock in the proposed development that would have to go to the Planning Board for subdivision and site plan review...they're just looking at rezoning the basic land area. Then other boards would take action and in some cases the rezoning could happen in different types of developments have gone on there. But, once the Board takes an action you're not locked into that particular project. I would note that the Planning Board has looked at this particular application and had mixed feelings on it. But, generally they understood why they were looking for the application. They have been nervous about the loss of industrial land and they had some reservations as to whether the residential buffer might somehow limit these industrial sites on the side. But, based upon the mixed feelings that they had they did not have a specific recommendation on this particular site and at this point I'd be happy to answer any questions you might have before the public speaking.

Alderman DeVries stated I would ask that you respond actually to that comment on how this might limit industrial development.

Mr. MacKenzie stated the buffer that's provided in the Zoning Ordinance does limit certain activities within 50 feet of a residentially-zoned area. Fifty feet would be approximately about to this point here on a project. It does not stop building construction in that area but it does prevent certain things that have frustrated some of the neighborhoods...those are loudspeakers, those are heavy-duty commercial HVAC equipment, dumpster location...so, these two adjacent industrial uses, I believe, could develop. Normally they do not have loudspeaker systems and they could probably oriented...basically, there's more commercial activities that generate those uses that are frustrated in terms of noises, etc. So, while I understood why they raised the comment it does not appear to me though that it would have a major impact on those abutters.

Alderman DeVries asked so for what limitations are manufacturing processes...anything in the future that might require what?

Mr. MacKenzie replied probably only loading docks although I know that on the Harvey Industries building the loading docks are basically in the front and on heavy HVAC equipment but again on these two buildings the HVAC equipment is on the roof.

Alderman DeVries in reference to the typography of the Harvey Industries site asked is that readily allow expansion?

Mr. MacKenzie replied in both of those lots, for example, this area between here and here is mostly slopped. So, in this particular lot it would be difficult to get up...the hill is significantly more onto the site just because it's built up quite a bit from this point where these cars are up to the site. Generally, there are slopped grade increases from this building up to this but perhaps they could be an additional building in here but I think the grade change is going to make it a little bit more difficult to do.

Alderman DeVries asked could there be any other way for this developer to accomplish his goal say if he does request variance would that be allowed in the industrial zone to R-SM development by variance?

Mr. MacKenzie replied I do know that he has requested a variance previous to this and was denied. The Zoning Board of Adjustment felt it was a matter for this Board really to change a major use.

Alderman Lopez asked what could be built there and how many units?

Mr. MacKenzie replied on this site the zoning allows single-family, townhouses or garden apartments. They are proposing 33 units as I understand it. In theory under the R-SM you can build about 12.5 units to the acre. So, they would be building a little bit under the maximum density.

Alderman Lopez stated you mentioned the Planning Board could want a six foot fence around the whole area to block off the rest of the industrial...if you understand my question.

Mr. MacKenzie replied the Planning Board could attach some conditions in their site plan review such as that.

Alderman Gatsas asked Bob how much of the lot is going to be subdivided off for the residential piece?

Mr. MacKenzie replied .7 acres I believe is the amount that was subdivided off for the house leaving about 3.2 acres for new development.

Alderman Gatsas stated so what basically we're doing because it's a proposed extension it stands with the piece across the street to do it. Have we done that before?

Mr. MacKenzie replied yes we have. On this particular R-SM district we did extend it to the north. Mr. Anagnost was in for an application perhaps a year-and-a-half ago to extend it northward and the Board did do it.

Alderman Gatsas how many acres of industrial land undeveloped do we have left?

Mr. MacKenzie replied I do not have an answer for that.

Alderman Gatsas stated you gave us that answer one evening at the Historic Association when we had a meeting there and I thought it was somewhere around 33 acres.

Mr. MacKenzie stated I don't have the back date acreage. We have very little industrial zoned land except for the Hackett Hill property, which is our last large reserve for that.

Alderman Shea stated with all of the building I'm assuming there would be an impact on the Weston School that would be the school that these people would go to and assuming that there are the number of units that are intended what is your estimate as far as what the impact might be either to Weston School or to any school?

Mr. MacKenzie replied interestingly I thought this was Weston School as well but actually Holt Avenue is the dividing line between Weston School and Green Acres. So, the students would go to Green Acres, Southside Middle School and Memorial High School.

Alderman Shea stated I'd think they'd go to McLaughlin rather than Southside.

Mr. MacKenzie stated yes McLaughlin Middle School. I do have some per unit estimates that they would generate. So, for townhouses total public and private school enrollments it's about .42 students per dwelling unit. So, that would work out to about 15/16 students but that's elementary and middle school and high school.

Alderman Shea stated factoring in again highway expenses that receive services and things of that nature.

Mr. MacKenzie stated yes there would be other services required by the project.

Alderman Shea stated there wouldn't be a private kind of situation, it would be public streets, etc.

Mr. MacKenzie stated in this case it would be a private way in essence. It's down on one of the plans...they would go the private street basically from Holt Avenue down and curl into the site and then build the buildings off it. So, they are proposing not a public street but private.

Alderman Shea stated being a private street we don't enter into that situation...they would have to have their own facilities there for pick up of trash, etc.

Mr. MacKenzie stated yes.

Alderman Gatsas stated clarification on the trash. If they bring it out to Holt Avenue the City's going to have to pick it up.

Mr. MacKenzie stated yes.

Alderman Shea stated that would be a lot of trash on Holt Avenue.

Alderman Roy stated while I do believe this will make somewhat of a nice buffer between Eastgate and the industrial land I think we do need to be as Alderman Gatsas was saying very conscious of industrial land that we take off the rolls but I do believe that this will be an increase in the tax base once it's developed but just to put a plug in for the trash problem. In many cases, and that's why we went to look for a customer list for the solid waste removal because unless the Planning Board/Zoning Board during site review mandate private dumpsters these customers are customers of the City and can bring their trash out and pile it along Holt Avenue and the Highway Department has the theory that if it's on the City street they will pick it up...a situation just like Corson Avenue...the Glendale property we spoke of the other day where an individual on Glendale Avenue that lives on the corner it's all of the trash from the residences up the private road. So, that is something that will be revisited in the future and this is case in point of where that could impact the City and the quality of life.

Mayor Guinta called for those wishing to speak in favor.

William Bevelacqua, 331 Blucher Street, Manchester, NH, stated:

The Harvey Industries building which is an industrial building to the south has a conservation easement in a wetland behind it's building. So, to seek further expansion to the Harvey building I don't think would happen. As for the electric building immediately to the east closest to East Industrial Drive does have a parking lot right behind the building. So, further expansion from that building is kind of negligible. I've built my share of industrial buildings and over the years worked with a company as a project manager also on East Industrial Park Drive in Manchester. This particular piece of property because of the steepness of Holt Avenue to make that industrial would be very difficult for truck traffic...very unsafe for truck traffic...it makes for sense for residential development where it has a natural buffer.

John Cronin, 81 Wagner Street, Manchester, NH, stated:

I'm acting as Counsel to the applicant. I'm also a long-time resident of the City. I live at 81 Wagner Street and some of the concerns expressed by the Board members are the same that I expressed when this case came into the office. My first comment is that it's very difficult to zone an industrial parcel into residential. After going out and looking at the site I saw that it was appropriate and I know at some point in time you'll have the opportunity to go out and look at this site. Hopefully, you'll be able to get in near the back of Harvey Industries because it's one thing to look at a one dimensional plan here at the Board and it looks nice but it really doesn't give you an indication of how steep those slopes are and how difficult they would be to develop. When you get out there and take a look at the terrain I think you'll note that any new expansion within that 50-foot buffer that Mr. MacKenzie talked about is practically impossible. I also when I went out there looked at the adjoining properties as well as the proposed site and I put my hat on and said what if this was developed industrial, what could you do with this particular size of property and what impacts would it have to the other people. First looking at an industrial site your green area was usually limited or less than what you would have in residential with the slopes and the drainage issues that was the first thing that came to mind. Also, when I looked at it and said gee it's relatively small in size and then when you overlay the planning regulations it probably explains as is noted in some of our materials why this property has not been developed for industrial use up until now. If you look at the other section, the east section of Holt Avenue you can see that industrial sites with potential have strong demand and there's active development. I think once you've had an opportunity to review the material and also get out and take a look at the site you'll come to the conclusion that in this particular case it may be one of those exceptions where it's appropriate to rezone industrial to residential. Thank you.

Mayor Guinta called for those wishing to speak in opposition. There were none.

The Clerk presented the second proposed Zoning Ordinance change:

“Amending the Zoning Ordinance of the City of Manchester by extending the B-2 (General Business) zoning district to include property currently zoned IND (Industrial) located on the south side of Gold Street east of the former Lawrence Branch of the B&M Railroad and including the following three lots Tax Map 875-14, 875-15, and 875-16.”

Mayor Guinta requested Robert MacKenzie, Director of Planning, to make a presentation.

Mr. MacKenzie stated the Board is more familiar with this application...this and the next application are part of basically a program to make traffic mitigation up in the Gold Street neighborhood further to the west on this map and to rezone this particular parcel to allow for what is currently planned as a Home Depot development on this site. Again, Gold Street you're probably familiar with particularly at the curve. Here is I-293...this the old industrial

line that extends down towards the airport and a trail has been built on a portion of it from Gold Street northerly. There are three sites involved...there the main Associated Grocers site which is located here, there's a smaller piece that's undeveloped other than for a sign and these are actually the two pieces that were submitted by the applicant for the rezoning in the review we did recommend that this parcel also be included in the B-2 extension primarily because it would be if you do not rezone this parcel it would have been an island of industrial surrounded by the B-2 which could be considered spot zoning. So, that has been included in the application. This is Joseph Brothers Equipment on Gold Street. Of the three parcels the Joseph Brothers site is 3.42 acres, the former Associated Grocers site just slightly a little over 16 acres, and the small parcel out by the highway is 1.13 acres. So, the intent would be to convert this to commercially zoned land and would be happy to talk about the types of development that can happen on B-2 but generally it's more commercial and in the part of the South Willow Street area there's strong demand for commercial development. This particular one has been looked at for several years for rezoning but the City has been very concerned about the potential traffic impact on the westerly neighborhood...Gold Street coming up here...there's additional residential neighborhoods to the south of I-293 such as Kenberma Street. So, in this case the applicant did look long and hard about how to resolve some of those main traffic impacts. I know Alderman Garrity was working on that and they have developed a fairly expensive plan, which is perhaps the only reasonable way to mitigate the traffic on that neighborhood. At this point, I'd be happy to answer any questions of the Board.

Alderman Lopez stated try to help me out here a little bit, Mr. MacKenzie. Where Gold Street is now...you got your red pen there...right there...those houses down to the right...where, at what point is that going to detour...I'm looking at the third page here...I'm a little confused there...those houses are gone?

Mr. MacKenzie replied there's no changes...these are all commercial buildings...the residential properties actually start right here where I'm showing and the new Gold Street as realigned will come westerly and then sweep up to a new location, a by-pass location here. So, Gold Street basically will be cut off...the old Gold Street will be cut off right here and Sewall Street will be cut off right here...so, it will divert the heavier commercial traffic up to a new signal on Gold Street/South Beech.

Alderman Lopez asked will Gold Street where it goes now to Beech...will they end up there as a detour around or will they go out to another location?

Mr. MacKenzie replied I can probably show you better on the next plan...the Diocese...this is just a little further west of the last plan that we were looking at. The new location of Gold Street will come up and bypass most of the properties, come back to its current Gold Street and then up to Beech Street, which is right here. As part of the program all of these buildings on the south side from the point where the Gold Street bypass comes back all of

the properties or all but one property will be purchased along here, Gold Street will be widened and parking provided and most area sidewalks will be provided.

Alderman Lopez stated at the intersection of Beech Street will be a red light.

Mr. MacKenzie stated yes...a full-signalized intersection.

Alderman Roy stated Mr. MacKenzie you just made the statement which caught my attention...commercial traffic...is it safe to assume that the intersection here would have the same truck restrictions that are currently there...we don't want to divert more traffic.

Mr. MacKenzie stated when I say commercial traffic I meant people coming to and from...there are limitations on truck traffic in that area.

Alderman Roy stated your typical passenger car would be the limitation.

Mr. MacKenzie stated yes.

Alderman Roy stated that spooked me so I'm sure that people watching at home are spooked as well.

Mayor Guinta called for those wishing to speak in favor.

Attorney Susan Duprey, Devine, Millimet, 111 Amherst Street, Manchester, NH, stated: I'm here this evening representing GFI Gold Street LLC and the Askars with respect to their request to rezone Tax Map 875, Lots 15 & 16. You had a very lengthy presentation on this about a month ago and Bob has updated you again and I would be wasting your time to repeat all of that. So, I am basically here to tell you that we're obviously in support of this rezoning and to tell you that as with any significant project like this one is there are a lot of challenges to making a project like this happen and this one certainly didn't have any shortage of that. It's taken a number of months to get all of the pieces to come together in order to be able to have this happen which included agreement on a plan for working out issues on Gold Street, finding a party who would make a significant contribution to help fund the plan, acquisition of the land that's necessary to build the plan from homeowners and St. Augustin's and then obviously this step of the rezonings. So, we're here to ask you to support those rezonings and to thank you for your time and effort and particularly that of Alderman Garrity and the City staff who have worked very hard to find a better way for Gold Street. So, we ask for your support. Thank you very much.

Deputy City Clerk Johnson noted there is a communication from Mr. Borek the Economic Development Director which was sent to the Board and if members of the Board don't have those copies we do have some available.

Rene Fortin, 116 Gold Street, Manchester, NH, stated:

I've been there for over 40 years. In looking at this proposal in front of you it just seems like the logical plan to follow only because of the fact that the use of property that AG had at one time...there was a lot of little leftover areas that were just either areas that were just attracting unlawful, illegal type operations...just possibly an eyesore to the City. By deeming this extension of this proposed turnover I believe that it would be one of the better uses of property and it would clean up, obviously beautify the whole lot itself. There's also the increased tax base with the addition of a well-known merchandiser for that location. So, with that said we're just looking to possibly eliminate some of the possible crime locations that may exist in those corner lots or those undeveloped or wooded areas and I would ask that you serious consider and support this change. Thank you.

Mayor Guinta called for those wishing to speak in opposition. There were none.

The Clerk presented the third proposed Zoning Ordinance change:

“Amending the Zoning Ordinance of the City of Manchester by extending the R-3 (Urban Multi-family) zoning district to include property currently zoned R-1B (Single-family) located on a portion of Tax Map 691 Lot #143-1 that will be on the north side of a proposed Gold Street Bypass and adjacent to Bradley Street and the New St. Augustin's Cemetery.”

Mayor Guinta requested Robert MacKenzie, Director of Planning, to make a presentation.

Mr. MacKenzie stated of course this is the other related, the twin to the other rezoning because basically the applicant for the Home Depot project will be handing over to the City, if approved by the Board, both cash and property to accomplish the traffic improvements. But, the City will have to do the traffic improvements and therefore the City will have to make sure that it's a doable project. You can see here...this is the revised parcel that's owned by the Diocese. They recently subdivided off this from the actual St. Augustin's Cemetery here. They have indicated in the agreement they would dedicate the right-of-way to the City and had asked that the City work on rezoning the northern portion of the parcel. The remaining balance here which is about two acres would stay R-1B which is single-family...the northerly portion then circling right here is just slightly over 8 acres and the request is to rezone this to R-3 (Suburban Multi-family)...and that's an extension...this is the Beech Hill Apartments area and there's other condominiums here, so this is an extension from northerly down into this site. Again, the timing will be important with this. We recently met with the Diocese representatives and they have indicated that they will start a subdivision process, which will go to the Planning Board to create this piece which would then be dedicated to the City. There's probably not going to be a site plan for this parcel but we have reviewed with the Home Depot applicants the process for site plan approval among

the other parcel. So, both of these sites are linked together...both will ultimately have to happen in order for the projects to proceed. I'd be happy to answer any questions.

Alderman O'Neil stated this may have been brought up when the presentation was made a month or so ago. Is it expected sometime down the road for the R-3 property that there would need to be curb cuts on the bypass...I don't remember if that got brought up a month or so ago.

Mr. MacKenzie replied I'm not sure if that was brought up but there's several different ways to develop that site. I think it's likely that this steps up...you can't see it on this map there's a fairly good size hill that steps up from Bradley up towards the cemetery. So, the most likely way to develop is to have a couple of curb cuts along this proposed Gold Street bypass in a couple of locations just so you can get to different plateaus.

Alderman O'Neil stated so that's the only way to get at it.

Mr. MacKenzie stated realistically you could develop a new road, a private way from Bradley all the way up inside but I think that would be probably not the way most developers would like to do it.

Alderman Gatsas stated the two acres that's going to stay R-1B...how many house lots can you get on that?

Mr. MacKenzie replied I took a quick look at it. In theory you could get up to 11 lots but you won't be able to just because of the geometry and everything so probably 8 or 9 lots.

Alderman Gatsas stated so there's a possibility of 8 more curb cuts coming into that Gold Street bypass.

Mr. MacKenzie stated yes.

Alderman Gatsas stated so in essence what we've done we've shifted the houses going up Gold Street to that side of Gold Street.

Mr. MacKenzie stated yes. You will likely have development on there. The difference is that the current Gold Street is extremely narrow, the pavement and there's no room...there's a small sidewalk but there's no room for parking. The new Gold Street will be a 60-foot wide right-of-way, which will have room for both two travel lanes and parking on each side and sidewalk.

Alderman Gatsas stated so we've just moved basically one problem to another street.

Mr. MacKenzie stated you will have residential development on this proposed bypass as well, yes.

Mayor Guinta called for those wishing to speak in favor.

Rene Fortin, 116 Gold Street, Manchester, NH, stated:

Thank you very much for allowing me to speak. In 40 plus years of staying/living on Gold Street the last 20 have basically been pure hell. We've seen a massive traffic increase on a very narrow roadway to the point where kids can no longer play on the street or the cross streets there safely. We have seen traffic counts, which I'm sure Traffic has brought to the Board on numerous occasions. A number of plans have been proposed some have been tried...by far Alderman Garrity has outdone himself by coming up with this type of a proposal. I know he's worked hard at it, I attended the neighborhood meetings, I can pretty much say that ninety percent of the folks maybe with a few mild reservations are very supportive of what we're looking at here. We need to do something. If not the City of Manchester is going to have to foot the bill at some point because the residents have really taken it on the chin. We've taken it through commercial expansion on the South Willow end of the Gold Street end, we've taken it through the airport with Brown Avenue, we've taken it with a number of other commercial expansions that have happened. This City is asking you at this point and me as a resident is asking the City to look at this and please implement this for the safety of myself, my neighbors and the rest of the residents of Gold Street. We're living on a 30-foot wide street right now. We're very lucky on our side of So. Beech we've got the wide part of Gold Street. When you're on the other side of Gold Street and you're mirrors are hitting mailboxes as you're trying to pass each other it's just not a safe environment. Please help us make this problem go away. I think the neighborhood has been very patient and we ask for your support. Thank you.

Mayor Guinta called for those wishing to speak in opposition. There were none.

Alderman Gatsas stated Mr. MacKenzie the two acres...we just looked at a proposed extension in two of the first two proposals. Could somebody come before this Board and look for a proposed extension for the R-3 on those two acres?

Mr. MacKenzie stated the one on Holt Avenue.

Alderman Gatsas stated no the one we just looked at...on Gold Street.

Mr. MacKenzie stated could someone come at a later date, yes.

Alderman Gatsas stated so with that two acres in an R-3 zone they could put how many units...from 12 single-families to what?

Mr. MacKenzie replied it is very narrow, it's only 100 feet deep but you could put townhouses stepping all the way up the hill on that side if you rezoned it R-3, so it could be 25-30 units.

Alderman Garrity interjected could I respond to Alderman Gatsas? Alderman, I can assure you that that's not going to be rezoned R-3. As part of the agreement I wanted R-1B to abut R-1B zoning and 8 houses maybe...it's more like 7 because it curves off there and that is not going to drastically increase the traffic in R-1B putting up 7 or 8 houses up there. Understand we have 60-foot right-of-way proposed.

Alderman Gatsas stated I asked the question of the Planning Director...could somebody come in here in the future and ask to rezone that. His answer to me was yes.

Alderman Lopez stated on the proposed Gold Street I know the problem we have now with the existing one...is there enough space to take care of any problems such as the people wanting parking, sidewalks and all that stuff. Is that all going to be included in the proposed section.

Mr. MacKenzie replied yes...Highway Department has been reviewing this. There are proposed cross sections that appear to be doable. Basically, the right-of-way itself is going to about double so there will be room to have sidewalks. From the new bypass they'll be room to have sidewalks, a couple of regular travel lanes and then parking on both sides of the street.

Alderman Lopez stated along with Alderman Gatsas' assumption that we're creating which is a good point that he brought up. We would not be creating the same as we have today on Gold Street...is that what your professional opinion is?

Mr. MacKenzie replied the problem now is that the pavement is so narrow that cars whiz up and down Gold Street just immediately adjacent to the houses and there's no room for parking, people can't even stop to drop other people off and it's not really a safe situation. We would not have that. We could potentially have development along the new Gold Street bypass but there will be enough room to accommodate parking and safety.

Alderman DeVries stated my question would be of the Solicitor rather than the Planning Director. The discussion at our last meeting around the contracts was reference to the liability to the City. Do I understand that those contracts have been executed?

Deputy City Solicitor Arnold replied they've been executed by the City, they have not been executed by the other parties.

Alderman DeVries asked was there any resolution offered or negotiated.

Deputy City Solicitor Arnold replied no. I approached the Diocese about their concerns and I can't speak for them but I think the Diocese's position is we are donating to the City we shouldn't be called up for expenses.

Alderman Roy stated the R-3 zone was revised in April 2004...the 45 foot maximum height on buildings. Was that an up or down revision?

Mr. MacKenzie replied that was slightly upwards because before that you couldn't quite get a full third story.

Alderman Roy asked have we ever looked at revising the R-3 to be a 4-story zone?

Mr. MacKenzie stated let me just verify what the height is. I believe that's 3-story.

Alderman Roy stated it's 3-story and 45 feet.

Mr. MacKenzie stated to my knowledge that has not been discussed before, no, going to four stories.

Alderman Roy stated we're looking at a large piece of land set up for future development and that additional floor could add quite a bit of tax base without greatly increasing density of what I believe is going to be a nice wide street to bypass so that may be something we should look at and revisit in the future.

Alderman Gatsas stated Mr. MacKenzie correct me if I'm wrong...speed calming measures...would it call for wider streets or narrower streets?

Mr. MacKenzie replied the only traffic calming would involve narrower streets.

Alderman Gatsas stated so if we're proposing a 60-foot street we're probably going to have cars going faster.

Mr. MacKenzie stated I think the difference here is that right now Gold Street is a straight shot from John E. Devine Drive right up to South Beech. You'll have probably three curves as you go up and in that case it would be difficult to attain relatively high speeds. Probably in that one stretch of the new bypass these could potentially go up a little bit but because you have several curves in there it's going to be...it won't be a freeway.

Mayor Guinta advises that all wishing to speak having been heard, the testimony presented will be referred to the Committee on Bills on Second Reading to be taken under advisement with reports to be made to the Board of Mayor and Aldermen at a later date.

Mayor Guinta advised this being a special meeting of the Board, no further business can be presented, on motion of Alderman Pinard, duly seconded by Alderman Duval, it was voted to adjourn.

A True Record. Attest.

City Clerk